

## THE PIRATE SUMTER AT WORK.

## Eight American Vessels Seized.

## OTHERS BURNED AT SEA.

## THE PRIZES TAKEN INTO CINCUEGOS.

## DOINGS OF THE JEFF. DAVIS.

By the arrival of the U. S. Mail steamer Columbia from Havana yesterday, we learn that the privateer Sumter, belonging to the Confederate States of America, came into the harbor of Cienfuegos on the morning of the 6th inst., bringing in as prizes the brig Cuba, Macias, Naiad, Albert Adams, Ben Dunning, and the bark West Wind and Louisa Kilham. The same steamer fell in with the ship Golden Rocket at sea, and set fire to her, having previously taken off her crew. Com. Simms of the Sumter sent an officer on shore with a letter to the Governor of the town, who telegraphed at once to the Captain-General for instructions. The American Consul also telegraphed to the Consul-General at Havana. The steamer left again the next day, after having received a supply of coal and water.

## ANOTHER ACCOUNT.

HAVANA, July 10, 1861.

There is nothing new of local interest. The privateer Sumter of the Confederate States has made capture of eight American vessels on the south side of Cuba in the last ten days, all of which have been sent into Cienfuegos as prizes, except one, which was burned at sea. The bark West Wind and Louisa Kilham, from Cienfuegos for Falmouth and orders; the brig Ben Dunning, Albert Adams, and Naiad, from Cienfuegos for New-York—taken, as Consul-General Simms says, but a short distance from Cienfuegos; the brig Cuba and Macias, from Trinidad for New-York, also taken but a short distance from the coast, and sent into Cienfuegos. The ship Golden Rocket, from Havana for Cienfuegos, was taken and burned near the Isle of Pines, and the officers and crew landed by the privateer at Cienfuegos. It is reported that the privateer which has done all this mischief was the former steamer Habana, but many seem to think it was the former Marquis de la Habana.

## DESCRIPTION OF THE PRIZES.

The bark West Wind, O. P. Saunders, captain, is of 420 tons burden, was built at Westbury, R. I., in 1833, and belongs to that port. She is owned by Greenman and Son.

The bark Louisa Kilham, W. White, captain, is of 463 tons, was built at Bath, Maine, in 1851, and belongs to the port of Boston. Her owners are C. A. Kilham and Co.

The brig Ben Dunning, K. Varney, captain, is of 284 tons burden, was built at Falmouth, Maine, in 1855, and belongs to Portland. Her owners are Ross and Sardeant.

The brig Naiad, Richardson, captain, is of 385 tons, was built at Cherryfield, Maine, in 1837, and belongs to the port of Boston. She is owned in part by Capt. Cousins.

The brig Albert Adams, Cousins, captain, is of 192 tons, was built at Dennismore, Maine, in 1852, and belongs to the port of Boston. She is owned in part by Capt. Cousins.

The brig Cuba, Strout, captain, is of 120 tons, was built at Millbridge, to which port she belongs, and is owned by J. W. Sawyer.

The brig Macias, J. Shopp, captain, is of 215 tons, was built at Machias, in 1853, and belongs to that port. N. Longfellow is her owner.

The ship Golden Rocket, Powers, captain, is of 608 tons, was built at Brewer, Maine, in 1858, belongs to Bangor, and is owned by E. S. Dol & Co. She was burned at sea by the privateer.

## THE PRIVATEER.

It is stated above that the mischief-doing ship may be the former steamship Habana, whose captain was J. C. McConnell. The Habana is of 429 tons, was built at Philadelphia in 1859, and belonged to the port of New Orleans, and was owned by the New-Orleans and Havana Steam Navigation Company.

It will be remembered, however, that the "Star of the West" (ill-fated) was seized on the coast of Texas a few months since, and taken to New Orleans, where she was fitted out with the armed outfit of a sending her on a privateering mission. The following is from *The N. O. Picayune* of the 3d instant:

**SAILING OF THE C. S. STEAMER SUMTER.**—The first vessel of our little navy, the C. S. steamer Sumter, sailed on Saturday last on a cruise, having run the paper blockade of Lincoln. As she has now made a good outfit, and is far out on the ocean, we may be able to hear of some sailing exploits in the way of captures. She has a picked crew, and her commander is known to be a most brave and chivalrous sailor, and he has under him a most gallant set of officers. The following is the list:

Commander, Richard Simms; Lieutenant, John K. Kelly; Surgeon, James A. Smith; Surgeon's Assistant, Henry Myers; Passed Assistant Surgeon, Francis L. Lee; Lieutenant, Decker K. Howell; Midshipman, Richard P. Crockett; W. A. Kates; A. G. Hodge; J. D. Wilson; Quartermaster, C. C. Safford; Steward, M. P. Boncourt; Engineer, First Assistant, acting as Chief, Miles J. Freeman; Second Assistant, J. P. Crockett; Third Assistant, J. P. Crockett; Cook, W. Cummings. She has a crew of 60 men and 30 marines.

## THE PRIVATEER "JEFF. DAVIS."

The Boston Evening Transcript of Saturday says: A boat from Highland Light boarded the sloop-of-war Frolic yesterday, at the request of Commodore Hudson, of the Navy—she was commanded and the officers of the Frolic at the purchase of the vessel, and the date of the piratical craft, named after the President of the Southern "Confederacy."

The revenue-cutter Caleb Cushing and Morris, and the sloop-of-war Vincennes sailed from this port, in pursuit of the pirate, some time last night. The steam gunboat Pembroke will sail to-day for the same purpose.

Captain Field, of the brig John Welsh, of Philadelphia, captured by the privateers, has furnished *Pitts' News* with the following description of the Confederate armed vessel, and account of the capture:

July 6th, at 7 a. m., lat. 35° 45', lon. 69° 22', made a full-rigged brig about, standing South. In half an hour she tacked and stood north by west, wind west, our course being east by north. Soon after she sighted the French flag, and our sails were hauled, we supposed her to be a French vessel. At 9 a. m. she fired a shot across our bows, and we still supposed her to be French. We hauled in standing-sail and hove to. The privateer lowered a boat with eight men, all well armed, and came on board of us. As soon as their boat touched our side, the privateer hauled down the French flag and hoisted the Confederate flag.

The officers in charge of the boat, reaching our side, demanded the ship's papers, and then declared the brig a prize to the Southern Confederacy. We were taken on board the privateer, nine men and a boy, and a prize crew, corresponding to ours, put on board the John Welsh, and ordered South. We found our captives to be the brig John Welsh, Capt. Coxeter of Charleston, two hundred tons, seventy men, and five guns. Capt. Coxeter broke up very kindly her crew, and the ship too, but as her cargo was of no value, she was to be sent to the port of New-York, where the privateer concluded to put the captured officers on board of her, and let her go. We were therefore transferred to the ship. The privateer approved that the ship would continue her voyage, and thus prevent the news from reaching the United States, but as soon as the privateer was out of sight the ship bore away for Portland, where she arrived yesterday.

Capt. F. states that the Jeff. Davis is a slow craft; her guns are not of large caliber. The crew have no discipline or uniform. They are mostly stowaways and loafers. There was plenty of small arms on board, but no powder. The privateer was sent down on deck, and the prisoners were sent below. Capt. F. thinks she will continue to cruise in that vicinity. Capt. Coxeter informed him that the Southern

Confederacy had signal stations every mile along the Southern coast, and that he can run all small vessels that he can capture into the inlet. All the prize masters are Charleston and Savannah pilots.

The cargo of the John Welsh is owned by Salvador & Zulueta of Trinidad, and she is said to have a certain amount of force on board.

The U. S. ship Marion sailed from Portsmouth, yesterday, on a cruise, and the Dale will probably leave to-morrow. They may fall in with this marine Ishmelite.

The following is the statement of Capt. Smith, of schooner S. J. Waring, copied from the books of the Marine Exchange:

Schooner S. J. Waring of Brookhaven left New-York July 4 for River La Platte. Had foggy weather and calms until Sunday July 7, about 9 a. m., when it was comparatively clear. Saw a brig ahead, which we at first supposed to be a steamer; it thickened up again, and when it again cleared off, we discovered it to be the John Welsh, a full-rigged brig, and we continued on our course until 12 m., being then in latitude 35° 45', longitude 69° 4'. While at dinner, the second mate reported that the brig had hoisted the French flag; we also hoisted ours. In about five minutes after hoisting the flag, they fired a gun, and brought us to. After the boat had got alongside ready, they hoisted down the French flag, and the first Lieutenant, Foster, formerly of the United States Navy. He demanded our papers, and ordered us to pull down our flag. He then informed us that we were prisoners of war, and put a prize crew on board. The prize-master was an old Charleston pilot. They called him Captain Monte, but Amiel was his real name.

The vessel Jefferson Davis is a full-rigged brig, having three masts and foretopmast staysail, also main, middle, and maintopmast staysail. She mounted a long 15-pound pivot gun amidships, always covered with a man-of-war's men's mess cloth. She also carried two 12-pound guns in the waist, and two short 12-pounders on the topgallant forecastle. The funnel was covered with wood and looked like a gun mounted, but she had nothing of the kind there. She had an iron rail around her quarter, and kept a tarpaulin hanging over the starboard side of the quarter, and kept a lot of sundries and boxes hung over the stern. She carried a white boat on the larboard quarter, and a yawl boat on the starboard quarter, both of heavy built, except the mainmast, which was of cotton.

No person would take her as a privateer, but would be more likely to take her for a whaler.

(Signed) J. C. SMITH, of schooner S. J. Waring.

The sloop-of-war Vincennes will cruise about Nantucket Island and the vicinity of the operations of the privateer Jeff. Davis, and if she does not fill in with her in a week, will return to Boston. The following is a list of her officers:

Commander, Robert R. Handy of Rhode Island; Lieutenant, John C. Smith of New-York; Surgeon, George Weston and Edgar Broadhead; Acting Master, D. Frank Munson, Thomas H. Green, Edward Devereux, Paymaster, S. C. Spaulding; Surgeon's Assistant, W. A. Kates; A. G. Hodge; J. D. Wilson; Quartermaster, C. C. Safford; Steward, M. P. Boncourt; Engineer, First Assistant, acting as Chief, Miles J. Freeman; Second Assistant, J. P. Crockett; Third Assistant, J. P. Crockett; Cook, W. Cummings. She has a crew of 60 men and 30 marines.

## A JEFF. DAVIS PRIVATEER WITHIN TWENTY HOURS' SAIL OF PORTLAND.

## OUR HARBOR EXTREMELY INFESTED.

The fact that one of the C. S. A. privateers has been capturing prizes within twenty-four hours' sail of our own harbor, as may be seen by the account in another column, will, *per se*, arouse the proper authorities, State and National, to the proper steps to be taken of taking immediate measures for the protection of our harbor. We have more than once or twice or thrice urged attention to this subject, but not the slightest movement has been made in regard to it. We think they will now wake up. If they do not, our citizens will very possibly be waked up some morning by a hundred thousand dollars or so, on pain of having the city burned! A commander bold and audacious enough to take prizes so near us, would not hesitate a moment to do it, if he had any idea of our defenses. Let this matter now be attended to at once, and an expedition fitted out to receive a demand to pay over a hundred thousand dollars or so, on pain of having the city burned! 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